

# Evening Telegraph

TURDAY, DECEMBER 31, 1864.

## THE JUDGES OF ENGLAND.

---

[Concluded.]  
le member has promised to return  
he is pleased to call his mind." The  
gentleman has treated a subject  
we nothing, in a temper of mind  
capacitate him from treating effect-  
ually, which he knew much." These are  
the amenities with which he rather  
intimated the lower house; but the  
lords were shocked and scandalized  
debate on the salmon fishery  
a numerous band of hereditary  
peasant cabinet ministers and ex-  
-doctrines subversive of the most  
property. He utters these things  
ly-balanced, bland tone of voice,  
quiet symptom of anger; and he  
little gall in his disposition; but  
a less irritating on that account.  
cheer with which Lord Cran-  
was received on both sides would  
or quelled most men, but it left  
apparently unabashed, although  
entirely unconvicted.

that the career of Thurlow was  
nilar episode. He had spoken too  
arrogantly, when the Duke of  
advantage of his temporary un-  
ried him with his husband's birth  
date of his sonage. Was fol-  
by Mr. Charles Butler in his  
Thurlow rose from the wool-  
ed slowly to the place from  
miliar usually addresses the  
amazed," he said, in a low tone of  
attack the public duke has made  
my birds," considerably raising  
m amazed at his grace's speech:  
cannot look before him, behind  
her side of him, without seeing  
r who owes his seat, in this house  
exertions in the profession to  
Does he not feel that it is as  
e it to those as to being the acci-

noble lords the language of the  
is applicable and is as insulting as  
But I don't fear to meet it single  
one venerate the person more  
my lords, I must say the peerage  
not of the peerage. Nay, more, I  
I say that, as a peer of parlia-  
of this right honorable house,  
a great seal, as guardian of His  
Majesty's, as Lord High Chancellor of  
even in that alone in which the  
old think it an affront to be com-  
man—I am at this moment as  
leave to add, I am at this mo-  
respected, as the proudest peer I  
upon."

ays that the effect of this speech, without the walls of Parliament, gave to Thurlow an ascendancy which no chancellor had ever

in public opinion with a character and honor (very ill-merited), and this, though he was ever upon side in politics, made him always a people. Lord Westbury did not fly by a blow opportunity and happen he has amply redeemed himself in jurisprudence and legislation,

possession of all the solid qualities of strength and dignity to his elevated

the dialectic contest in which he risked a damaging discomfiture, had that consummate master of antagonist. The intellectual display through the clauses of the duty bill, the dialectic contact,

bill; the dialectic contest was on the divorce bill, the question as to the orthodox doctrine of marriage and divorce. Few disputants matched on such a subject: in

matched on such a subject: in  
sistency, readiness, and command of  
were on a par. But on its being  
forensic champion had misread  
in which the dispute turned, the  
was awarded to the eloquent lay  
the establishment.

most of Lord Eldon's tenure of the bench had no assistance but the master of the rolls had to act as equity judge of first instance, judge of appeal, and president of the jurisdiction of the House of Lords, in which he practically reviewed his own decisions. An ill-advised suitor was not con-

The lord chancellor was not admitted to judgment in Lincoln's Inn. The office was created in 1813. Two were appointed in 1841. The other additional judges are the lords justices, who share the jurisdiction with the lord chancellor.

risdition with the lord chancellor. They form an appeal court, but the pleases him, may sit alone to hear it, or may summon them to sit the chancellor having exercised fiercer than was deemed necessary. y accounted for his excesses of

"Poor little fellow, he does not alone in the dark."

consequence of these changes is  
l capacity of a chancellor is less  
ed, and is, in fact, of much less  
when, Atlas-like, he bore nearly  
istration of equity on his back,  
and expect from Lord Westbury  
will rival Nottingham or Hard-  
...

But another member of the judicial  
the public have a vivid personal

the public have a vivid personal  
of whom we must consequently say  
though the recent date of his ap-  
not justify us in saying much. On  
Cresswell's lamented death, the

the bar were carefully scanned to discover a sensible man of the right faculty of fathoming the nature, and of appreciating the relations of persons in the difference, not merely an accomplished quirk; and when the choice fell

quired; and when the choice fell on (late Baron) Wilde, it was rail- and professional approbation. He did, both as a practising barrister and, most of the desired qualifications personal position was in keeping with him. He is a nephew of the late Lord Justice, who was educated at Winchester and

as educated at Winchester, and Cambridge. Called to the bar in the northern circuit, until he was of the Exchequer in 1860. He is daughter of the Earl of Radnor.  
Honorable Stephen Lushington, of the Arches Court, and judge

of the Arches Court, and Judge Court of Admiralty, is too eminent a judicial body to be passed as the simultaneous presidency of them by the same person is a clear sign of their decline. The truth is, the Arches has been transferred to

Arches has been transferred to Matrimonial, and Divorce Court; of Admiralty languishes from lack of employment during peace. Remember a pamphlet in which the

member a pamphlet in which the  
present queen's advocate,  
at its unimpaired jurisdiction  
to the well-being of the naval  
was connected, by no very ex-  
with the stories of Trafalgar and

with the glories of Trafalgar and  
Cory probably based upon the fact  
and other naval heroes have ex-  
isted but most prosaic attachment to  
A civilian may also be excused

A civilian may also be excused avert the rude hands of innovation-sacred precincts of this tribunal, it that from it issued those masses of internal law, Lord Stowell's which and by which alone

ton was born in 1783, the son of a

THE DAILY EVENING TELEGRAPH.—PHILADELPHIA, SATURDAY, DECEMBER 31, 1864.

was never to say a word after the chief justice, nor ever to begin any topic of conversation. "He was treated with fully more than the obsequious deference shown at court to the sovereign himself." It must be admitted that his surlyness was redeemed by humor; as in his encouraging remark to the tyro who stammered out, "My lords, my unfortunate client—my unfortunate client—" "Go on, sir; so far the court is quite with you." Or his reply to Mr. Preston, who, after occupying an entire day amid the yawns of the court, appealed to know when it would be their lordships' pleasure to hear the remainder of his argument. "Mr. Preston, we are bound to hear you, and shall do so in due course; the court has no pleasure in the matter."

It may fairly be inferred that other judges did not think it necessary to listen, or pretend to listen to all that was formally addressed to them; when we learn that Lord Mansfield, the prince of courtesy, was in the habit of reading newspapers and answering letters in court. Lord Riden did so too; and Lord Abinger would do it ostentatiously and defiantly, to mark his contempt for the advocate. Lord Clare, who had a life-long feud with Curran, beginning with a duel, once brought a Newfoundland dog into court, and gave it his exclusive attention while Curran was speaking. The counsel paused. "Proceed, Mr. Curran; pray proceed," said the lord chancellor, looking up, with his hand on the head of his canine companion. "I will proceed, my lord, when your lordships have concluded your consultation."

Anecdotes abound of Chief Justice Willes's gallantry, not to say profligacy, which we cannot venture to reproduce; and Boswell reports a conversation with Johnson, in 1773, which appears to have been suggested by some judicial irregularity. "On the same evening, he would not allow that the private life of a judge, in England, was required to be so strictly decent as I supposed. 'Why, then, sir,' said I, 'according to your account, an English judge must live like a gentleman.' Johnson. 'Yes sir, if he can.'"

When Lord Northington (Healey) was master of the rolls, he requested leave of the king to discontinue the evening sittings of his court; and being called on for a reason, replied, "Because, please your majesty, I am always drunk after dinner." The speaker, Onslow, was complaining that he had been stopped in Parliament street through the obstinacy of a cabman, and was told that the lord chancellor (Northington) had experienced a considerable delay from the same cause. "Well," said the speaker, "I did not like his lordship show him the mate and strike him dumb." "No, he did not; but he swore by God, that if he had been in his private coach, he would have got out and beaten the d—d rascal to a jelly."

When Bone, under trial for profane parody, was quoting passages from skeptical writers in his defense, one of his judges was overheard saying to a colleague that he would be d—d if he would sit there and hear the Christian religion abused." It should be remembered in mitigation, that swearing and drinking were then not deemed incompatible with the habits and manners of good society. Even the pious Edmon was frequently guilty of an oath.

Within the memory of the senior members of the profession, the Court of Exchequer was stated to be composed of one judge, who was a gentleman and no lawyer; a second, who was a lawyer and no gentleman; a third, who was neither; and a fourth, who was both. This description, in which strict economy may have been sacrificed to antithesis, recalls Charles Lamb's jocular remark on his four friends of the lake school—that one would tell a lie, but would not pick a pocket; another would pick a pocket, but would not tell a lie; a third would do neither; and a fourth would do both—selecting, of course, the professed moralist for the climax.

The gentleman judge, not a lawyer, was Baron Graham; and some curious stories are told of his uniform politeness on the bench. In his day, it was usual to suspend judgment in the criminal cases till the conclusion of the assizes, and deliver all the sentences in a lump. A name had been accidentally omitted in the list of capital punishments, of which he was reminded on coming to the end of the list. "Oh, yes, I see, John Thompson—John Thompson, I beg your pardon; you also are to be hanged by the neck till you are dead, and may the Lord have mercy on your miserable soul, too."

This is not so bad as the hanging judge, once frequently discoverable on the bench. One of the most repulsive specimens has been handed down to lasting ignominy by a couple of Pope's:

"Slander or poison dread from Delta's race,  
Hard words or hanging, if your judge be Page."

Johnson records that at the trial of Savage for murder, Page concluded an inflammatory address to the jury in this fashion:—

"Gentlemen of the jury, you are to consider that Mr. Savage is a very great man, a much greater man than you or I, gentlemen of the jury; that he wears very fine clothes, much finer clothes than you or I, gentlemen of the jury; that he has abundance of money in his pocket, much more money than you or I, gentlemen of the jury; but, gentlemen of the jury, is it not a very hard case, gentlemen of the jury, that Mr. Savage should therefore kill you or me, gentlemen of the jury?"

The testy judge has been most effectively laughed down by the inimitable sketch of Mr. Justice Starleigh, in the *Pickwick* trial; and we should not be sorry if the same powerful satirist would deal in the same summary fashion with the joking judge; although, if learning, capacity, and accomplishment could ever redeem the character from censure, it would have been so redeemed by the late Sir James Alderson. But we may safely trust to public opinion and the press to apply the corrective to all these exceptional blemishes. High functionaries of all kinds now act too much in the open glare of day to take liberties or indulge humors; while the dispensers of promotion are too sure of being called to a speedy account to risk a bad or even a fairly questionable appointment. While feeling and fully admitting, therefore, that there is room for improvement in the judicial body as they stand, we really see no immediate reason for grave complaint, apprehension, or regret concerning them.—*Fraser's Magazine*.

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1-11

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This exquisite Cosmetic has an equal for beautifying, whitening, and preserving the complexion. It is prepared from pure white wax, hence its extraordinary qualities for preserving the skin, making it soft, fair, smooth, and transparent. It is most soothing after shaving, in chapped hands and lips, removes pimples, blotches, and freckles, or sunburn, and imparts a healthy tint to the face, neck, and arms. Price, 50, 60, and 75 cents. HENRY CO., No. 138 S. SEVENTH Street, and No. 41 S. EIGHTH Street.

10-8-3m

**TO SHIP CAPTAINS AND OWNERS.**

The undersigned having leased the KENSING-  
TON CREW DOCK, Nos. 16-18 M., from and to  
persons of the dock, that is to say prepared with increased  
facilities to accommodate 600 tons, having vessels to be re-  
paired and being a practical ship-carpenter and  
joiner, and give personal attention to the vessels ex-  
posed to his inspection.

Captains of Ships, Ship-Carpenters, and Mechanics  
having vessels to repair, are solicited to call.

Have the agency for the sale of "Whitlock's Paint  
Metallic Compound," or Copper Paint, for the preser-  
vation of wooden bottoms, in this city, I am prepared to fur-  
nish the same on favorable terms.

JOHN H. FLAMMITE,

Kensington crew Dock,

DELAWARE Avenue, above LAUREL Street.

**FOR SALE.—TO PRINTERS.—IMPOSING**

size, large size, in first-rate order. Apply at the

office.

13-8

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**FOR NEW YORK.**

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**FOR NEW YORK,**

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From the Company's wharf, Newgate Basin, at

New York, from Pier 11, North River, on some days, 1 P. M.

For freight, which will be received daily, handled in the  
most convenient manner, and delivered with the greatest de-  
gree of care, at our rates, apply to

WILLIAM J. TAYLOR & CO.,

No. 219 North Wharves.

**STEAM WEEKLY TO LIVERPOOL.**

pool, running at Queenstown, Cork Harbour, and the well-known seaports of the Liverpool, New York, and Philadelphia Steamship Company are intended

as follows:—

KANGAROO Saturday, December 31.

CITY OF MANCHESTER Saturday, January 7.

CITY OF LONDON Saturday, January 14.

And every succeeding Saturday, at noon, from Pier No.

4 North River.

**RATES OF PASSAGE PAYABLE IN CURRENCY.**

First Cabin, \$160.00 Steerage, \$100.00

First Cabin to London \$100.00 Steerage to London, \$60.00

First Cabin to Paris, \$180.00 Steerage to Paris, \$100.00

Passenger also forwarded to Havre, Bremen, No-  
rway, Antwerp, &c., at equally low rates.

Fares from Liverpool or Queenstown—First Cabin

\$120, \$170, \$220. Steerage from Liverpool and Queen-  
town, \$50. Those who wish to send for their tickets on  
our tickets here at these rates.

For further information apply at the Company's office.

JOHN G. DALE, Agent.

No. 111 WALNUT Street, Philadelphia.

**FOR NEW YORK.—DESPATCH**

SHIPS, and Steamers, via Delaware and  
Baltimore Canal. The steamers of these lines are leaving

daily at 12 o'clock M., and 2 o'clock P. M., from third pier  
above Walnutstreet.

For freight, which will be taken on accommodation  
terms, apply to WILLIAM M. BAIRD & CO., No. 124

DELAWARE Avenue.

**RAILROAD LINES.**

**1864.—ARRANGEMENTS OF**

**NEW YORK LINES.**

The Camden and Amboy and Philadelphia and Trenton  
Railroad Companies' Lines from Philadelphia to New York  
and Way Places.

**FROM WALNUT STREET WHARF,**

Will leave as follows:—

AT 11-15 A. M., via Camden and Amboy, C. and A. Accom-  
modation.

AT 12 P. M., via Camden and Jersey City, Morning

Express.

AT 12-30 P. M., via Camden and Amboy, C. and A. Accom-  
modation.

AT 2 P. M., via Camden and Amboy, Accommodation

(Freight and Passenger) 1st Class Ticket.

2d Class.

AT 1-30 P. M., via Camden and Amboy Accommodation

(Freight and Passenger), 1st Class Ticket.

2d Class.

For Belleville, Easton, Lambertville, Flemington, &

Lambertville and Intermediate Stations, at 5 P. M.

For Morrisville, Esanville, Pemberton, and Vincentown, at 6 A. M., and 5 P. M.

For Freehold at 6 A. M. and 5 P. M.

For Palmyra, Hertford, Belvidere, Beverly, Edgewater, Burlington, Florence, Bordentown, &c., at 6 and 11-30 A. M., 12-30 P. M., 5, 6, 7, 8, 9, 10, 11, 12, 1 P. M. The 3-30 and 5 P. M. in-  
run direct through to Trenton.

For Palmyra, Riverton, Belvidere, Beverly, and Burlington at 5 P. M. on Saturdays only.

For Bridgeton, Trenton, &c., at 7-15 and 11-15 A. M., and

5 P. M., and 12 midnight.

For Honesdale, Tacony, Wilkes-Barre, Bradsburg, and Frankford at 2 A. M., 5, 6, and 8 P. M.

For New York and Way Lines leaving Kensington  
Depot, take the cars on Fifth street, above Walnut, half hour before departure. The cars run into the Depot, at arrival of each train run from the Depot.

Fifty pounds of baggage only allowed each passenger.

Passengers are prohibited from taking anything as baggage  
but their wearing apparel. All baggage over fifty pounds  
to be paid for extra. The Company hold their responsibility  
for baggage to One Dollar per pound, and will not  
hazard for any amount beyond \$100, except by special contract.

Graham's Express will call for and deliver baggage  
at the Depots. Orders to be left at No. 11 WALNUT

street, at 1 P. M. WM. H. GATZMER, Agent.

December 1, 1864.

**LINES FROM NEW YORK FOR PHILADELPHIA**

**WILL LEAVE**

From foot of Courtland street at 11-15 A. M. and 4 P. M.,

Jersey City and Camden; at 7-10, and 11-30 A. M., 6

M., and 12 Night, from Jersey City and Kensington.

From foot of Barclay street, at 6 A. M. and 2 P. M., via

Amboy and Camden.

From Pier No. 1, North River, at 12 M., 4 and 8 P. M. (Freight and Passenger) via Amboy and Camden.

**FREIGHT LINES FOR NEW YORK AND**

all the stations on the Camden and Amboy and co-  
necting railroads.

**INCREASED DESPATCH.**

The Camden and Amboy Railroad and Transportation

Company's Freight Lines for New York will leave Walnut

street, on and after January 8, daily (Sunday excepted) at 4 o'clock P. M.

Returning, the above lines will leave New York at 1

4 P. M.

Freight must be delivered before 3-15 P. M. to be re-  
warded the same day.

Freight for Trenton, Princeton, Kingston, New Brus-  
wick, and all points on the Camden and Amboy Railroad

also on the Belleville, Delaware, and Flemington, the New  
Jersey, the Freehold and Jamesburg, and the Burlington  
and Mount Holly Railroads, received and forwarded up  
12-30 P. M. small packages for Mount Holly ready  
up to 12-30 P. M.

A slip memorandum specifying the marks and num-  
bers, shippers and consignees, must in every instance  
be sent with each load of goods, or no receipt will be given.

Increased facilities having been made for the transporta-  
tion of LIVE STOCK, drivers are invited to try this route.

When the stock is furnished in quantities of TWO CARS

LOADS or more, it will be delivered at the foot of Fortieth

Street, near the Drive Yards, or at Pier No. 1, North River,  
as the shippers may designate at the time of shipment.

WALTER FREEMAN, Freight Agent.

No. 208 S. Delaware Avenue, Philadelphia.

GEO. B. RAYMOND, Freight Agent.

JAN. 17 Pier No. 1 North River, New York.

**WEST JERSEY RAILROAD LINES.**

New Arrangement—On and after TUESDAY

NOVEMBER 1, 1864, trains will leave from Walnut Street

as follows:—

For Cape May and all places south of Millville at

1 A. M. and 3 P. M.

For Millville, Bridgeton, Salem, and all intermediate

places south of Glassboro at 9 A. M., 12 M., and 3 P. M.

For Gloucester, Woodbury, Gloucester, &c., at 9 A. M., 12 M., and 3 P. M.

For Woodbury, Gloucester, &c., at 9 A. M., 12 M., and 3 P. M.

RETURNG.

LOWS Cape May at 12 M. and 11-15 A. M.

Millville at 8-10 A. M. and 3 P. M.

Bridgeton at 7-15 A. M., 3 P. M.

Salem at 7 A. M. and 3 P. M.

Glassboro at 9 A. M., 12 M., and 3 P. M.

Woodbury, Gloucester, &c., at 9 A. M., 12 M., and 3 P. M.

and 6-10 P. M. to Camden only.

THE WEST JERSEY EXPRESS COMPANY

will attend to all the usual branches of Express busi-

ness, receive, deliver, and forward through other respec-

tive Express Companies to all parts of the country a

special article entrusted to them. A Special Messenger ac-

counts each through train.

J. VAN RENNESLAER, Superintendent

Philadelphia, November 1, 1864.

11-3m

# RAILROAD LINES.

**NORTH PENNSYLVANIA RAILROAD.—FOR BETHLEHEM, COLESTOWN, EASTON, MAUCH CHUNK, HAZELTON, WILKESBARRE, WILLIAMSPORT.**

## FALL ARRANGEMENTS.

On and after MONDAY, November 11, 1861, Passenger Trains will leave the NEW DEPOT, 317 THIRD Street, above Thompson, Philadelphia, daily (Sunday excepted), as follows:

At 7:30 A. M. (Express) for Bethlehem & Allentown, Mauch Chunk, Wilkesbarre, Williamsport.

At 9:20 A. M. (Accommodation) for Scranton, etc.

At 11:35 A. M. (Accommodation) for Fort Washington, etc.

At 1:15 P. M. (Express) for Bethlehem, Easton, etc. This train reaches Easton at 1:30 P. M., and makes close connection with the New Jersey Central to New York.

At 1:15 P. M. (Express) for Doylestown.

At 1:15 P. M. (Accommodation) for Bethlehem, Allentown, and Mauch Chunk.

At 1:15 P. M. (Accommodation) for Lansdale.

Through Tickets will be issued at the Ticket Office, THIRD Street, or BERKS Street, in order to secure the convenience of fare.

## TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6:30 and 11:30 A. M., and 6:15 P. M. Doylestown at 6:30 A. M., and 8:45 P. M.

Lansdale at 6:30 A. M. Fort Washington at 2:30 P. M.

## ON SUNDAY.

Philadelphia for Doylestown at 9:30 A. M. and 1:15 P. M. Doylestown for Philadelphia at 7:30 A. M. and 2 P. M.

Hillman's Baggage Express will call for and deliver baggage at the depot. Orders may be left at No. 118 S. THIRD Street.

9:15 ELLIS CLARK, Agent.

**PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.**

## TIME TABLE.

On and after MONDAY, May 16, 1861, until further notice.

### FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 P. M., 1, 3, 3½, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M.

The 10:30 A. M. and the 11:30 A. M. trains up, do not stop on the Germantown Branch.

### CHESTNUT HILL RAILROAD.

Leave Philadelphia, 6, 8, 10, 12 A. M., 1, 2, 3, 3½, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Chestnut Hill, 7:30, 8, 9:45, 11:45 A. M., 1:15 P. M., 5:45, 6:45, 8:45, and 10:45 P. M.

### FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7, 8, 9, 10 A. M., 1:15 P. M., 3:45, 4:45, and 11:30 P. M.

Leave Norristown, 8, 9, 10, 11 A. M., 1:15, 4:45, 6:45, and 9 P. M.

Leave Chestnut Hill, 8:45, 10:45, 12:45, 2:45, 4:45, and 6:45 P. M. The 10:45 P. M. will stop at Wissahickon, Manayunk and Chestnut Hill, etc.

### FOR MANAYUNK.

Leave Philadelphia, 6, 7, 8, 9, 10 A. M., 1:15, 3:45, 4:45, 6:45, 8:45, and 10:45 P. M.

Leave Manayunk, 6, 7, 8, 9:45, 11:45 A. M., 1:15, 3, 7, and 9 P. M.

H. E. SMITH, General Superintendent.

No. 118 S. THIRD Street.

**READING RAILROAD.**

### GREAT TRUNK LINE.

FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEY,

### AND NORTH, NORTHWEST, AND THE CANADAS.

#### PASSENGER TRAINS.

Leave the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:

#### MORNING MAIL.

At 6:00 A. M., for Reading, Lebanon, Ephrata, Little Columbia, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Binghamton, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., the Reading and Columbia Railroad for Ephrata, Little and Columbia, and with the Lebanon Valley train for Harrisburg, etc.; at CLINTON with Catawissa Railroad trains for Wilkes-Barre, Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, "Lumberland Valley," and "Schuylkill and Susquehanna" trains for Northern Central, Williamsport, York, Chambersburg, Pinegrove, etc.

#### AFTERNOON EXPRESS.

Leaves Philadelphia at 3:00 P. M. for Reading, Pottsville, Pine Grove, Harrisburg, etc., connecting at Harrisburg with Pennsylvania Central trains for Pittsburgh, etc., Northern Central Railroad trains for Sunbury, Northern Central, Elmira, etc., and at Port Clinton with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, etc.

#### READING ACCOMMODATION.

Leaves Reading at 6:00 A. M., stopping all way stations, arriving in Philadelphia at 9:30 A. M.; arrives in Reading at 1:15 P. M.

Trains from Philadelphia leave Harrisburg at 9:30 A. M., and Pottsville at 5:30 A. M. arriving in Philadelphia at 1:15 P. M. Afternoon trains leave Harrisburg at 1:45 P. M., Pottsville at 7:30 P. M., arriving in Philadelphia at 7:30 P. M.

Market trains, with passenger car attached, leave Philadelphia at 1:15 P. M. for Reading and all way stations, leaving Reading at 1:30 P. M., and Downingtown at 12:30 P. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 7:30 A. M., and Philadelphia at 2:30 P. M.

#### CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 8:30 A. M. and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 7:30 A. M. and 12:30 noon.

#### NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 1:15 P. M., passing Reading at 12 midnight and 1:30 P. M., and connecting at Harrisburg with Pennsylvania Railroad Express trains for Pittsburgh, Chicago, and the West.

Returning Express train leaves Harrisburg on arrival of the Pennsylvania Express from Pittsburgh at 3:00 and 8:00 A. M., passing Reading at 4:30 and 10:30 A. M., and arriving at New York at 10 A. M. and 4:30 P. M. Sleeping Cars accompany these trains through between, Jersey City and Pittsburgh, without change.

Mail train for New York leaves Harrisburg at 1:45 P. M. Mail train for Harrisburg leaves New York at 12 M.

#### SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7:30 A. M. and 3:30 P. M., returning from Tamaqua at 10 A. M. and 4:30 P. M.

#### SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburndale at 8:45 A. M. for Pine Grove and Harrisburg, and at 1:30 P. M. for Pine Grove only; returning from Harrisburg at 1:30 P. M., and from Pine Grove at 7:45 A. M. and 3 P. M.

#### TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

The following tickets are obtainable only at the office of R. BRAIDFORD, Treasurer, No. 273 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading.

#### COMMUTATION TICKETS.

12½ per cent. discount, between any points desired, for families and firms.

#### MILEAGE TICKETS.

Credit for 2000 miles, between all points, at \$32.50 each, for families and firms.

#### SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

#### CLUB TICKETS.

Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets a half fare.

#### EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

#### FREIGHT.

Goods of all descriptions forwarded to all the above points, from the Company's new freight depot, BROAD and WILLOW Streets.

#### FREIGHT TRAINS.

Leave Philadelphia daily at 6 A. M., 1 P. M., and 6 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Easton, and points beyond.

#### MAILS.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

**PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, OPEN TO OXFORD—SPRING ARRANGEMENT.**

On and after FRIDAY, April 1, 1861, the trains will leave as follows:

#### LEAVE EASTWARD.

STATIONS.	A. M.	P. M.	STATIONS.	A. M.	P. M.
Oxford.	6:30	12:30	Philadelphia.	8:00	4:30
West Grove.	8:37	9:30	West Chester.	7:45	5:30
Avondale.	10:30	4:01	W. G. Junction.	9:08	5:43
Bethel.	2:00	4:17	Chester.	9:22	6:08
Chadds Ford.	7:45	4:45	Chadds Ford.	9:41	6:14
Concord.	8:00	5:00	Kennett.	10:05	6:27
W. G. Junction.	8:15	5:15	Avondale.	10:21	6:54
Philadelphia.	8:22	5:22	West Grove.	10:29	7:22
West Chester.	8:30	5:30	Oxford.	10:38	7:38

#### LEAVE WESTWARD.

STATIONS.	A. M.	P. M.	STATIONS.	A. M.	P. M.
Philadelphia.	8:00	4:30	Oxford.	6:30	12:30
West Chester.	7:45	5:30	West Grove.	6:00	12:00
Chester.	9:22	6:08	Chadds Ford.	6:45	12:45
Chadds Ford.	9:41	6:14	Kennett.	7:05	13:05
Avondale.	10:05	6:27	Concord.	7:22	13:22
W. G. Junction.	10:21	6:54	W. G. Junction.	7:45	13:45
West Grove.	10:29	7:22	Philadelphia.	8:22	14:22
Oxford.	10:38	7:38	West Chester.	8:30	14:30

Passenger depot in Philadelphia has been changed from Eleventh and Market streets to THIRTY-FIRST and MARKET Streets, West Philadelphia. Market Street Passenger Railway Cars convey Passengers to and from the Depot.

Passengers go through without change of cars.

J. HENRY WHODD, Superintendent.

**1864. PHILADELPHIA AND 1864. ERIE RAILROAD.**

This great line traverses the Northern and Northwestern counties of Pennsylvania to the city of Erie on Lake Erie.

It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.

It is now in use for Passenger and Freight business from Harrisburg to Emporia (86 miles), on the Eastern Division, and from Sheffield to Erie (5 miles), on the Western Division.

#### TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Mail Train leaves..... 8:00 A. M.

Express Train leaves..... 10:30 P. M.

Cars run through without change both ways on the trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.

Elegant Sleeping Cars on the Express Train both ways.

For information respecting Passenger business, apply at the S. E. corner of ELEVENTH and MARKET Streets.

For Freight business of the Company's Agents—

S. B. KINGSTON, Jr., corner SIXTEENTH and MARKET Streets, Philadelphia.

J. W. REYNOLDS, Erie.

J. M. DRILL, Agent, N. Y. C. B., Baltimore.

#### H. HOUSTON.

General Freight Agent, Philadelphia.

#### LEWIS L. HOFT.

General Ticket Agent, Philadelphia.

#### JOSEPH D. POTTS.

General Manager, Williamsport.

General Freight Agent, Philadelphia.

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General Manager, Williamsport.

# RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

## TIME TABLE.

COMMENCING MONDAY, December 15, 1864. TRAINS WILL ARRIVE AT BROAD Street and WASHINGTON.

Express Train at 8:30 A. M. (Monday excepted) for Newark, Havre de Grace, Abingdon, Perryville, and Way.

Way Mail Train at 9:15 A. M. (Sunday excepted) for Baltimore, stopping at all regular stations, connecting with intermediate stations.

Express Train at 1:15 P. M. (Sunday excepted) for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Perryville, and Havre de Grace.

Express Train at 3:30 P. M. (Sunday excepted) for Baltimore and Washington, stopping at Wilmington, Newark, Elkton, North East, Perryville, and Havre de Grace.

Passengers for Porticus Monroe will take the 3:30 P. M. train.

### ACCOMMODATION TRAINS

Arriving at all stations between Philadelphia and WILMINGTON.

Leave Philadelphia at 11:45 A. M., 4:30 and 10 P. M. a P. M. Train connects with Newark Railroad for Oxford and intermediate stations.

Leave Wilmington at 1:15 and 3:30 A. M., 2:30, and 6:30 P. M.

### THROUGH TRAINS FROM BALTIMORE

Leave Baltimore at 12:45 A. M., 5:30 and 9:45 P. M.  
CHISTER FOR PHILADELPHIA.

Leave Chester at 10:15 A. M., 12:30, 2:30, 4:30, 7:30 and 9:30 P. M.

## RUNDY TRAINS.

Express Train at 4:30 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre de Grace, Elizabethtown, Perryville, and Way.

Post Express at 11:15 P. M. for Baltimore and Washington, stopping at Chester (only to take Baltimore and Washington passengers), Wilmington, Newark, Elkton, North East, Perryville, and Havre de Grace.

Passengers for Porticus Monroe will take the 11:15 P. M. train.

### BALTIMORE TO PHILADELPHIA.

Leave Baltimore at 9:30 P. M., stopping at Havre de Grace, Perryville, and Wilmington. Also stops at Elkton, Perryville, and Way.

Post Express at 11:15 P. M. for Baltimore and Washington, stopping at Chester (only to take Baltimore and Washington passengers), Wilmington, Newark, Elkton, North East, Perryville, and Havre de Grace.

Accommodation Train at 10 P. M. for Wilmington and Way stations.

### BALTIMORE TO PHILADELPHIA.

Leave Baltimore at 9:30 P. M., stopping at Newark (to take passengers for Philadelphia) and Washington (from Washington or Baltimore), and later to take passengers from Baltimore or Washington.

Leave Newark for Philadelphia at 6:30 P. M.

### FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore at 9:30 A. M., Way Rail, 1:10 P. M., Express, 4:30 P. M., Way Train; 6:30 P. M., Express; 9:30 P. M., Express.

### TRAINS FOR BALTIMORE.

Leave Baltimore at 9:30 A. M., 1:30 and 11:30 P. M.

Leave Wilmington at 9:15, 10:45 A. M., 2:30, 4:30 and 12:30 P. M.

Local Train with Passenger Car attached will leave Wilmington for Perryville and Intermediate Stations at 9 P. M.

Leave Perryville and Intermediate Stations at 10 P. M.

## H. F. KENNEY, Superintendent.

### RANGE OF TIME.—

### THE PENNSYLVANIA CENTRAL RAILROAD.

S DAILY TRAINS: PHILADELPHIA TO PITTSBURGH—260 MILES.

To Ticket Office of the PENNSYLVANIA CENTRAL RAILROAD is now located at the New Passenger Depot, the Company, THIRTEENTH and MARKET Streets, PHILADELPHIA.

THE PHILADELPHIA EXPRESS leaves daily, THE MAIL leaves daily except Saturday. All other to leave daily, except Sunday. And after and before MONDAY, December 15, 1864, trains will leave Philadelphia as follows:

## 8:00 A. M.

MAIL TRAIN, with the following connections:—Arrives at WEST CHESTER INTERSECTION 9:30 A. M., and connects with West Chester Railroad, arriving at West Chester 9:30 A. M. At DOWNTOWN 10 A. M., connecting with train for Waycross, and reaching there 11:10 A. M. At COLUMBIA 10:30 A. M., meeting with Northern Central Railroad, and reaching

Tow 12:30 P. M. Hanover Junction 3:30 P. M., Mifflin 4:30 P. M., and Gettysburg 6:30 P. M. Also a train on Reading and Columbia Railroad, leaving at 10 A. M. Arrives at HARRISBURG 1:30 P. M., connecting with Northern Central trains North, thus—Leave Harrisburg 1:45 P. M., arriving at Lancaster 2:30 P. M. Mifflin 3:30 P. M., Williamsport 4:30 P. M., Lock Haven 5:30 P. M. [Passengers for Elmira, Binghamton, Canandaigua, etc., to reach Elmira at 4:30 P. M., and Buffalo at 6:30 P. M.] Passengers for Danville, Roselle, Bloomsburg, Wilkes-Barre, Hazleton, Shickshinny, Plymouth, Kingston, Wilkes-Barre, Pittston and Scranton, take the Lackawanna and Bloomsbury trains at Nanticoke (and at HARRISBURG for points South on Northern Central Railway), at 1:30 P. M., arriving at York 2:30 P. M. Hanover 3:30 P. M., Mifflin 4:30 P. M., and Gettysburg 6:15 P. M.

At HARRISBURG, for points in Cambria Valley, leaving at 10:45 P. M., arrive Carlisle 2:30 P. M., Chambersburg 3:30 P. M., and connecting at 4:30 P. M. At TYRONE 5:30 P. M., connecting with Bald Eagle Valley Train, arriving at 7:30 P. M., and arriving at Beltsville at 8:30 P. M. At ALTOONA 7:45 P. M., connecting with Branch train for Hollidaysburg, reaching there 8:25 P. M. At ESSON 8:30 P. M., connecting with Branch train for Enola, arriving there 9:30 P. M. At PITTSBURGH 10 A. M., and there connecting for all points West, North, and Southwest.

## 10:00 A. M.

PAOLI ACCOMMODATION, No. 1, arriving at Paoli at 10 A. M.

## 12:00 M.

AST LINE connects at LANDISVILLE 2:40 P. M., by train on Reading and Columbia Railroad, arriving at Lititz 3:10 P. M., Ephrata 3:30 P. M., and reading at 4:25 P. M. At HARRISBURG, with an Accommodation Train on Northern Central Railway, for Sunbury intermediate points, reaching Sunbury at 6:00 P. M. HARRISBURG with train on Cumberland Valley for Erie, arriving there at 8:15 P. M. Arrives at Pittsburgh 10 A. M., and there makes close connection for all intermediate points.

## 1:10 P. M.

CHARLESBURG ACCOMMODATION, arrives at Parkersburg at 2:30 P. M., stopping at intermediate stations.

## 2:30 P. M.

HARRISBURG ACCOMMODATION, makes connection at Downingtown at 4:30 P. M., with train on Waynesburg Branch, leaving at 4:45 P. M., and arriving at Waynesburg at 6:00 P. M. At COLUMBIA 5:30 P. M. with Northern Central Railway for York, leaving Waynesburg 7:00 P. M., and arriving at York 7:45 P. M. Arrives at Harrisburg at 7:45 P. M.

## 4:00 P. M.

MIGLIANT ACCOMMODATION, from No. 137 Dock every day, except Sunday. Arrives at Harrisburg, 10 A. M.; Mifflin 11:30 A. M.; Altoona, 1:30 P. M.; Mifflin 2:30 P. M. The cars are comfortable, and agents of amiable going. West, will find the rates reasonable, and have their baggage for which checks are given, paid for the same. Call, or further particulars to FRANCIS FUNK, Emigrant Agent, No. 137 Dock St. Between Harrisburg and Pittsburgh a first class agent is attached to this train for local travel.

## 4:00 P. M.

ANCASTER ACCOMMODATION, reaches Lancaster at 2:30 P. M., and Columbia at 8:30 P. M.

## 5:30 P. M.

PAOLI ACCOMMODATION, No. 2, reaches Paoli at 6:30 P. M.

## 8:30 P. M.

PITTSBURGH AND ERIE MAIL, with the following connections:—Arrives at Harrisburg, 1:00 A. M.; Mifflin, 4:15 A. M.; Northumberland, 4:24 A. M.; Altoona, 4:30 A. M.; Williamsport, 4:45 A. M.; Lock Haven, 5:00 A. M.; Emerson, 11:30 P. M.; St. Mary's, 12:05 P. M.; Tyrone, 1:15 P. M., and Erie, 2:30 P. M. [At Cresson close connection is made with all three R. R. for Tionesta and Allegheny.] Passengers for Elmira, Rochester, and Niagara Falls, take train to Elmira at 11:30 A. M. at Binghamton at 9:30 P. M. At HARRISBURG, with Northern Central Railway, for the South, leaving at 2:30 A. M.; to York 4:10 A. M.; Hanover Junction, 4:45 A. M.; to Hanover 5:30 A. M., and arriving at Philadelphia 6:30 P. M. At CRESSON 8:15 A. M., connecting with branch train for Bedford, and arriving there 12:30 P. M. At ALLEGHENY INTERSECTION, 10:30 A. M., connecting with branch train which arrives at Binghamton, 10:45 A. M., and到达 at 12:30 P. M. [This train also connects at Binghamton with West Pennsylvania R. R., arriving Saltsburg, 15 A. M.] Arrives PITTSBURGH at 1:00 P. M., and connects for all points West.

## 11:10 P. M.

PHILADELPHIA EXPRESS, stops only at Downingtown, Lancaster, Martindale, Marysville, Newville, Minerva, Lewistown, Huntington, Altoona, Galesburg, and Connellsville. At MUSKINGUM, with Broad R. R., and connecting there at 8:30 A. M., and arriving at Zanesville 10:30 A. M., Mt. Dale 11:30 A. M., and thence to Bedford, At ALLEGHENY, at 1:00 A. M., connecting with train for Hollidaysburg, and reaching there at 5:30 A. M., and thence by boat to Erie. Arrives at Philadelphia at 8:30 P. M., making close connection through train on all the diverging roads from that point North to the Lakes, West to the Mississippi and Missouri rivers, and South and Southwest to all points possible by railroads.

For further information apply at the Passenger Station, corner of THIRTEENTH and MARKET Streets, Phila.

JOHN F. YANKEE, Jr., Ticket agent.

### NEW RAILROAD LINE NORTH.

PHILADELPHIA TO BROOKLYN, THROUGH IN FIVE HOURS.

## FARE 22.

COURSES TICKETS \$1 GOOD FOR THREE DAYS. In and after MONDAY, August, 1864, trains will leave at VINE Street, Philadelphia, every morning at 8 A. M. (Sundays excepted), thence by the Camden and Atlantic and Delaware Bay Railroads to Port Jervis, and by the common road steamer JESSE HOYT, out of Atlantic street, Brooklyn; returning, leaves Atlantic Street every day (Sundays excepted), at 11 A. M.

Travelers to the city of New York are notified not to pay for passage by this line, the State of New Jersey having granted to the Camden and Amboy monopoly the exclusive privilege of carrying passengers and freight by the cities of Philadelphia and New York.

JOHN F. YANKEE, Jr., Ticket agent.

W. F. GRIFFITHS, General Superintendent.